

Probably Thunder Showers  
Tonight.

# The Washington Times

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## HEAT BAFFLES ATWOOD; WAITS IN BALTIMORE

Flight to Capital Will Be  
Resumed at Six  
o'Clock.

### ARMY AVIATORS TO SAIL TO MEET HIM

Trip From Atlantic City With  
Hamilton Record for Two  
in Biplane.

Scorched by the intense sun rays encountered between Atlantic City and Baltimore, Harry N. Atwood and Charles K. Hamilton are at the Hotel Rennett, Baltimore, resting before they resume their Washington flight at 6 o'clock this evening.

Before they surrendered in a field at Stemmer's Run, eight miles outside of Baltimore, at 9:38 o'clock this morning, they disposed of 200 miles of the flight and established a record for two men in a biplane. The time, with more than an hour's stop at Wilmington, was 4 hours and 45 minutes.

#### Exhausted by Trip.

When the aviators went into Baltimore from Stemmer's Run, on an accommodation train, they showed plainly the exhaustion incident to the trip. Neither slept much last night, both having worked on the repairs to the Hamilton plane, which was injured yesterday when driven to the ground, and which was mended with parts of the wrecked Atwood machine.

Mr. Atwood explained that to attempt to cross the business section of Baltimore at an altitude of less than 1,000 feet would be foolhardy, and so he declared that until the atmosphere cooled sufficiently to allow him to reach that height he will not start on the last lap of the trip.

They left the seaside resort shortly before 5 o'clock this morning. Their stop for gasoline at Wilmington was at 8:45. If Atwood leaves Baltimore at 6 o'clock tonight as is his intention, he should arrive in Washington in less than an hour.

As soon as they learn that Atwood and Hamilton have left Baltimore, Lieut. Dewitt Milling and H. H. Arnold, who are holding themselves in readiness at the Government hangars at College Park, will fly toward Baltimore to meet them, and convey them to Washington.

#### To Circle Monument.

Atwood has expressed his intention of flying to the Monument grounds, circling the Monument and the dome of the Capitol before he flies to College Park.

Capt. James F. Oyster, president of the Chamber of Commerce, and Thomas Grant, secretary of that body, have been on the alert all day for the coming of the aviators. They have arranged that as soon as they receive word that Atwood is on the last lap of his flight to Washington they will have whistles blown and a flag displayed from the top of the Evans building.

As soon as the executive committee of the Chamber will be called, and plans made for the entertainment of the young aviator.

#### Was Beautiful Sight.

Until driven from the air by the intense heat, and the conditions of temperature, which Atwood described as "bordering on the inferno," the aviator's flight from Atlantic City, over the Jersey meadows, passing Philadelphia to the southward and then on to Baltimore, was a beautiful sight, although Atwood, who was driving the machine, did not attempt to make any altitude record, and averaged perhaps a height of 250 feet. When they passed over Havre de Grace, on the west bank of the Susquehanna, they were but 100 feet above the ground, and both waved their caps to the hundreds of cheering people just below them.

When he had reached Baltimore Atwood declared that the heat and the intense heat made altitude flying nearly impossible.

#### Aviators Labor All Night.

All last night lights glowed in the Atwood hangar, where the young Boston aviator and Hamilton labored with fifteen mechanics to put the machine in serviceable shape. Last night he telegraphed here that he had no intention of abandoning his planned flight, and that he would start at 6 o'clock this morning.

#### The Two Aviators Snatched a Hurried

(Continued on Third Page.)

### WEATHER REPORT

FORECAST FOR THE DISTRICT.  
Overcast weather; probably local thunder showers tonight or Tuesday; not much change in temperature.

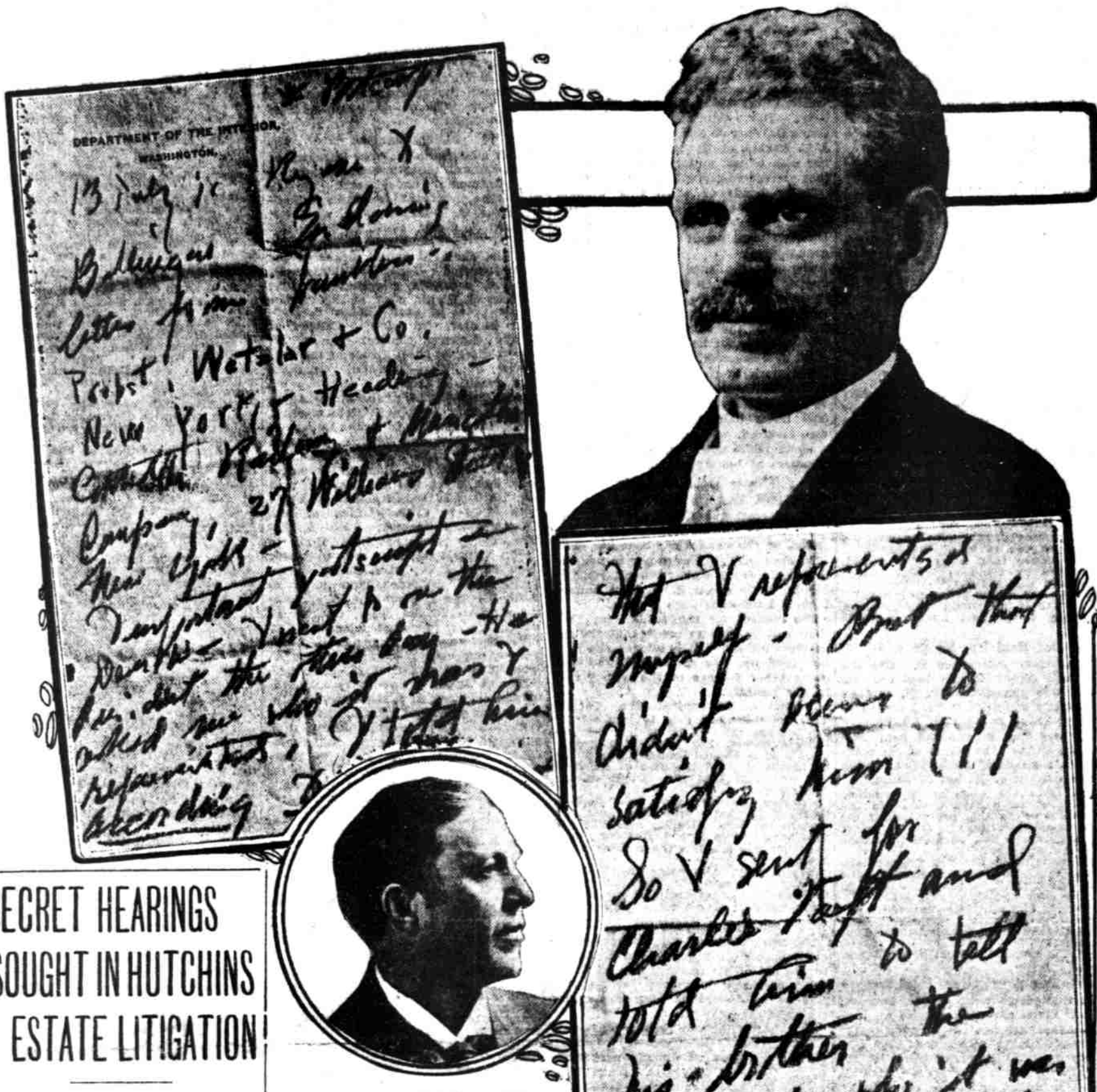
TEMPERATURES.	
U. S. BUREAU.	APPELLECK'S.
8 a. m. .... 83	8 a. m. .... 83
9 a. m. .... 85	9 a. m. .... 85
10 a. m. .... 89	10 a. m. .... 89
11 a. m. .... 91	11 a. m. .... 91
12 noon .... 92	12 noon .... 92
1 p. m. .... 95	1 p. m. .... 95
2 p. m. .... 96	2 p. m. .... 96

TIDE TABLE.	
Today—High tide 7:12 a. m. and 7:57 p. m.	Low tide 1:33 a. m. and 3:02 p. m.
Tomorrow—High tide 7:54 a. m. and 8:34 p. m.	Low tide 2:36 a. m. and 3:42 p. m.

SUN TABLE.	
Sun rises. 4:42 a. m.	Sun sets. 7:26 p. m.

## Leaders in Investigation of Controller Bay Scandal and Documents in Case

CHAIRMAN J. M. GRAHAM.



REPRESENTATIVE W. E. COX.

## SECRET HEARINGS SOUGHT IN HUTCHINS ESTATE LITIGATION

Justice Anderson to Decide  
If Family Finance Secrets  
Will Be Published.

Testimony to ascertain the income of Salmon Hutchins, the aged Washington millionaire, seriously ill at his summer cottage at Narragansett Pier, R. I., is being taken this afternoon before Louis Dent, auditor of the District Supreme Court.

Mrs. Hutchins, who is asking to have her monthly allowance of \$1,000 increased, is expected to attend the hearings this afternoon. It is understood that she left Narragansett Pier yesterday for this purpose.

To have secret star chamber sessions before the auditor was requested today by attorneys for William J. Dante, trustee of the Hutchins estate. Justice Anderson will decide whether details of the Hutchins income will be kept secret. Auditor Dent to day refused to hold secret sessions to receive this testimony, referring the attorney to Justice Anderson.

Trustee Dante will be the first witness this afternoon. He brought ten account books before the auditor this afternoon as evidence of the exact amount of Mr. Hutchins' income. Mr. Dante is called as a witness for Mrs. Hutchins, although he and Mrs. Hutchins are opposing the suit of Mrs. Hutchins for an increased allowance.

## Coast Steamer Collides With Fishing Schooner

NEW YORK, July 10.—The Fall River line steamer Commonwealth came into port today badly damaged as the result of a collision with a fishing schooner off New London, Conn., during a fog.

The 1,200 passengers, many of whom are Elks and their families on the way to Atlantic City to attend the convention of the Elks, were not injured. The schooner, however, was damaged. There was some excitement, but the officers quickly reassured the passengers. The schooner was towed to the pier and the passengers were taken ashore. The schooner was then towed to the pier and the passengers were taken ashore.

## War in First Session Of National Educators

SAN FRANCISCO, July 10.—A big fight among the insurgent delegates to the National Education Association over the policies that have been pursued by the organization for years was expected when the first session of the annual meeting began today.

Of the nearly 1,000 delegates on hand, the insurgents estimated that they controlled more than half. The city was gallopingly "Welcomed" floral pieces were set in all the public parks. Not all the delegates have yet arrived, and several special trains from the East carrying the teachers came into Oakland during the morning.

## Hint Ireland and Farley Will Get Red Hats

ROME, July 10.—That Archbishop Ireland and Farley will be made cardinals at the next conclave, is being asserted with much positiveness, and apparently upon good authority, in Vatican circles.

Archbishops Bourne and Walsh, of England, are also said to be slated for the "red hat."

## WASHINGTON GAS LIGHT DIRECTORS VOTE A DIVIDEND

Quarterly Distribution of  
Six Per Cent Is  
Allowed.

Directors of the Washington Gas Light Company met at noon today and declared a quarterly dividend of 6 per cent on the company's stock of \$2,600,000.

Directors of the Georgetown Gas Light Company will meet at 3 o'clock this afternoon. It is practically certain they will adopt a resolution reducing the price of gas in the Georgetown district from \$1 to 85 cents, to be effective October 1.

The dividend of the Washington company will be payable August 1, and will amount to \$156,000. It means that the company will pay 24 per cent this year, or will distribute among stockholders \$244,000 of earnings. This indicates that cheaper gas, which has prevailed for two years, has been profitable to the company and to the stockholders.

In the past the company has sometimes paid 10 per cent per annum, and sometimes 20 or 25 per cent. The average has been between 15 and 20 per cent.

At the meeting of directors of the Georgetown company this afternoon it is understood opposition to reduction in price will be made by two directors, William A. Leach and George L. Nicholson. It is learned, however, that the other directors—Maurice J. Adler, R. H. Goldsborough, S. Thomas Brown, William A. Mearns, William B. Orme, and Robert D. Weaver—have determined on the reduction, and will put it through.

Plans for constructing a new plant in Georgetown also will be made. The policy announced some time ago, embracing extension of mains, installation of a new plant with modern machinery and reduction in price, will be put into operation immediately. The bonds probably will not be issued until fall, but a site for the new plant will be purchased at once, and the old plant will be improved to care for the company's expanding business, pending the construction of the new plant. The company has arranged to borrow the money to which to accomplish these reforms, and will eventually repay it from the proceeds of the bond sales.

It was definitely announced today that simultaneously with the reduction in the price of gas in the Georgetown territory within the District, the price would be reduced to the consumers outside the District, in Chevy Chase, West Chevy Chase, and other towns in Maryland served by the Georgetown company.

At the meeting of the directors of the Washington company today, it was announced the company would immediately begin laying about eight or ten miles of mains beyond Anacostia, in Congress Heights.

White Sulphur Springs, West Virginia. 2,000 feet elevation on C. & O. Railway. Entirely reconstructed and modernized. Seven hours from Washington. New and experienced management. Call at C. & O. Offices for booklets.—Adv.

Facsimile of Miss Abbott's notes of the postscript of letter written by R. S. Ryan to Richard A. Ballinger, then Secretary of the Interior, July 13, 1910. It accompanied the enclosure of a letter from Probst, Weitzel & Co., commission bankers, of New York, which firm said it was the backer of Ryan, and that the firm was not connected with the Morgan-Guggenheim Alaska Syndicate. The letter was signed "R. S. Ryan," and the postscript, written with pen and ink, was:

Dear D.—I went to see the President the other day about this Controller Bay affair. The President asked me whom it was I represented. I told him, according to our agreement, that I represented myself. But that didn't seem to satisfy him. So I sent for Charlie Taft and asked him to tell his brother who it was I really represented. He said that he had no further objection to my claim. Yours DICK.

Miss Abbott had been handed a writing pad by Mr. Brown, and it was such a one as is used about the offices of the Interior Department, with "Interior Department" printed across the top, as shown in the photographic copy of Miss Abbott's copy of the postscript.

## Taft Passes Word HE WILL USE VETO

President Makes It Known He Will  
Send Back All Bills Except  
Reciprocity.

President Taft has sent word to the Senate that he will veto such separate schedule bills as the Senate may pass this session after it passes the reciprocity agreement.

The President has communicated this to some of the leading Senators on the regular side. The statement that he was taking this position in his talks with leading regulars was made today by one of the foremost of the regular Senators.

So far as could be learned today, the discussion on the Mayflower between the President and the Senators who were his guests, was general so far as tariff was concerned. The President, it was declared today, had not said what he would do. Whether he did so when talking with individual Senators on the trip is not known.

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## JUDSON ACCUSED BY BUILDING COMPANY

Unsuccessful Bidder for School  
Work Makes Charge of  
Gross Irregularity.

Gross irregularity in receiving bids for construction of an addition to the Armstrong Manual Training School is charged against Commissioner Judson in an injunction suit filed today in the District Supreme Court against the Commissioners by the Melton Construction Company, an unsuccessful bidder.

Justice Anderson issued a rule against the Commissioners to show cause Friday why they should not be restrained from awarding the contract to the Davis Construction Company.

Submission of the bid of the Davis company and its receipt by Commissioner Judson last Thursday after the bids of its competitors had been opened and recorded is charged.

Four minutes after the District committee of wards opened other bids, it is alleged the Davis company's bid was submitted for the first time. This bid was rejected by the committee.

In the injunction suit it is charged that the Davis company then ascertained the figures for the work of the Melton company and two other bidders. The following day Commissioner Judson is said to have received the bid of the Davis company, lower than that of the other prior bidders, held a special meeting, and announced the Davis company would be given the contract, despite the alleged irregularity of proceedings.

To restrain the Commissioners from giving the contract to the Davis company is asked by the Melton company. Reconsideration for bids or award of the work to the plaintiff is asked in the petition.

## HOUSE COMMITTEE STARTS HUNT FOR "DICK-DICK" LETTER

Opening Alaska Inquiry, Probers Question  
Commissioner Dennett About Con-  
troller Bay Case.

### MISS ABBOTT AT HEARING READY TO GIVE TESTIMONY

By JUDSON C. WELLIVER.

With a care and deliberation which indicated expectation of a long siege, the House Committee on Interior Department Expenditures today began its search for the famous "Dick to Dick" letter that is alleged to have implicated Charles P. Taft in the Alaska harbor grab at Controller Bay, and that has been alleged, too, to have disappeared from the department files since it was discovered there by a newspaper writer, Miss M. F. Abbott.

Miss Abbott, pretty, petite, and dainty in white frock, hat, and shoes, arrived early in the committee room, but was not called during the first sitting. Fred Dennett, commissioner of the General Land Office, was today's witness.

"Did you ever see or know anything about a certain 'Dick to Dick' letter in connection with the business of your office?" asked the lawyer for the committee.

"Only as I have read of it in the newspapers. It would be at the Interior Department building, in the files there, and not in my office," replied Mr. Dennett.

## TAFT PERTURBED BY ALASKAN CHARGES; HUNTS FOR LETTER

Finds No "Dick to Dick"  
Note in His Own or  
Fisher's Files.

So perturbed was the President over the developments in the Controller Bay land grab when he returned to this city this morning that he immediately sent for Secretary Fisher and learned that the Secretary believes there had never been any such communication as the "Dick to Dick" letter.

At any rate, the Secretary told his chief he had searched all the files of the Interior Department and that he could find no such letter as now furnishes the basis for the House investigation. He added that he did not believe there had ever been any.

No formal statement was issued at the White House today, but informally the results of the hurried investigations, instituted by the President, came out.

The statement was made by official consent that the President had never talked to his brother, Charles P. Taft, about Richard Ryan, and that he had never received any letter from him on the subject.

#### Takes Up Question.

As soon as the President reached the White House he went into the Controller Bay matter. He had heard that the name of his brother had been brought into the controversy, and he wanted to know how it came to pass. He could remember no conversation with C. P. Taft on the subject, nor could he remember any letter from him.

A complete search of all the files in the office was ordered by the President to see if any letter had ever been sent to him by his brother about Ryan or the Controller Bay matter. The result was, according to the announcement, that no such letter had ever been received by the President.

Then the President sent for Secretary Fisher, who has just returned from Chicago. The President told him the first thing the Secretary did when he reached his office was to begin an investigation on his own part. He ordered every file in the office to be examined that might in any way bear on Controller Bay. While he was engaged in this work he received the White House summons.

#### No "Dick to Dick" Note.

Hurrying to the Executive offices the Secretary told the President he had found no "Dick to Dick" postscript on any letter in the file and had not heard of any such communication until he read about it in the papers. He was of the opinion that there had never been any postscript as described.

Another thing the Secretary told the President was that Miss Abbott submitted her original article to him for his approval, he had read it through but had failed to find in it any reference whatever to the "Dick to Dick" postscript. He said if there had been any such reference he believed he would have seen it.

These were the results of the President's investigations. They satisfied him that the Interior Department knew nothing about the matter.

These results prompted the President not to issue a formal statement. He is taking the position today that the Administration is not on the defensive.

#### Technical Testimony.

Today's inquiry of Mr. Dennett had to do with the technical procedure in the Controller Bay case. Mr. Dennett's testimony may be summarized thus:

It was customary to eliminate lands from national forests by proclamation that was the almost invariable practice. But in the present case it was done by Executive order.

It is customary to forward such an order at once to the land office having jurisdiction over the lands.

But in this case there was a delay of six days—from October 28 to November 3, 1910.

"I would not consider that it had been held up," replied Mr. Dennett to a question whether this order was held up after it was issued. The presumed purpose of holding it up was to give additional advantage to people cognisant of its issuance.

Mr. Dennett said unsurveyed lands are not subject to entry. These were unsurveyed when the order was issued.

#### Legality of Survey.

But, evidently knowing they were going to be opened, Ryan had had surveys in the lands surveying them before the order was made.

"Could a survey thus made, before lands were opened, be afterward accepted and legalized by the department?" Mr. Dennett was asked. He didn't want to commit himself; it was a legal question, and he had never confronted it before.

It has been charged that in this case a survey, thus made, was afterward accepted and made the basis of title in accordance with which Ryan and his associates entered the lands.

There was a decided sensation as accompanied by the development of these features, all confirmatory of the charges that have been made about how the Government alienated the lands which dominate the last possible harbor, from which the Alaska coal fields can be reached. The fame of the inquiry had drawn a great crowd of listeners, and the first formal proceeding of the committee was to institute a demand for a hearing room, so that the business might be done in comfort.

W. P. Fennell appeared as counsel for the committee, and it was a joy to observe a Congressional inquiry under direction of a man who knew just what he wanted, how to get to it by the most direct course, and could not be lost in the mazes of legal technicality and terminology, which befog every effort of laymen to get at something about the public domain. Mr. Fennell has had a long career of practice in this very department. He can't be bluffed or misled. He knows the (Continued on Second Page.)

#### Fennell's Probing Ability.

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### IN CONGRESS TODAY

SENATE.  
Senate resumed consideration of reciprocity.  
Senator Simmons opposed the agreement.  
Vote before adjournment today on Cummins and Simmons amendments. All doomed to defeat.  
Senator Gallinger introduced bill for extension of Rhode Island avenue.  
HOUSE.  
The House was not in session today. The Committee on Expenditures in the Interior Department began its investigation of the Controller Bay charges. Commissioner Williams appeared before the Rules Committee and defended the emigration service at New York. Speaker Champ Clark left for Atlantic City, where he will deliver an address tonight.  
The committee investigating the Sugar Trust called a meeting for tomorrow, at which it will resume hearings.  
White House Callers.  
SENATORS.  
Thornton, La. Foster, La.  
Stevens, Cal. Foster, Va.  
Carlin, Va. Watkins, La.  
Daughton, N. C. Wickliffe, La.  
Brown, W. Va.  
OTHER CALLERS.  
Secretary Fisher. Secretary Knox.